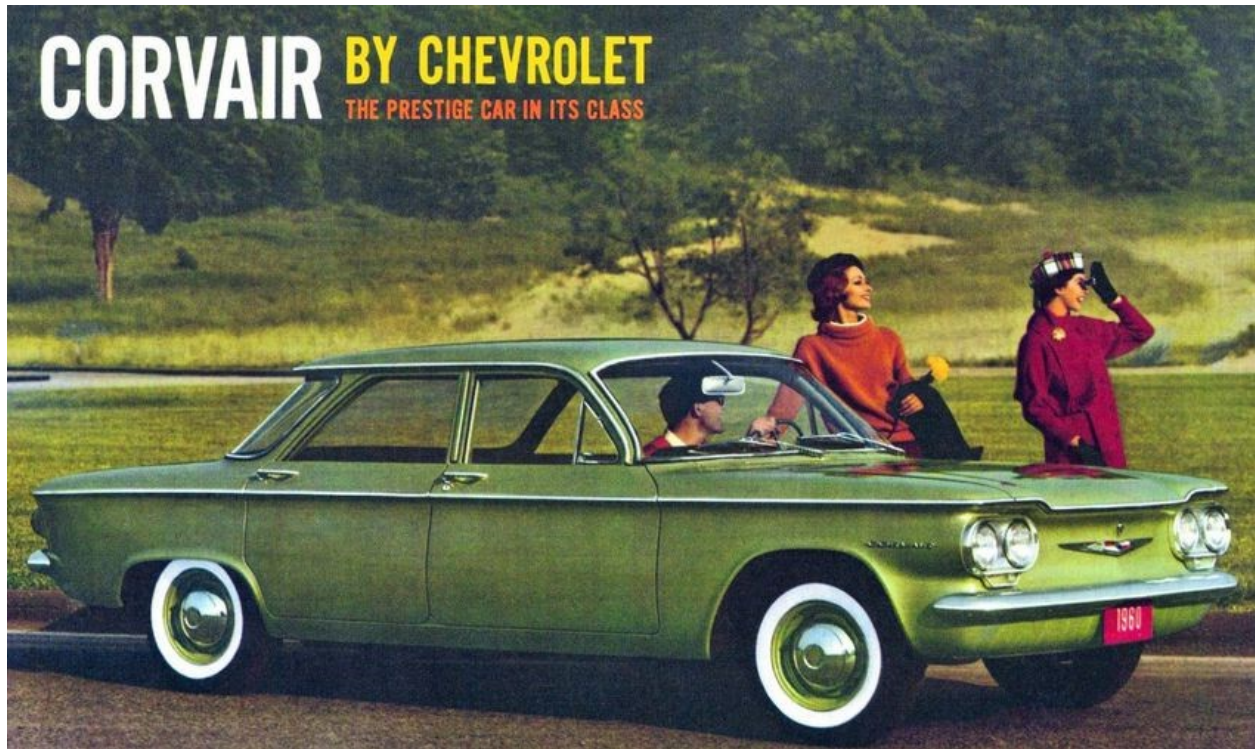


The Drip-Line



The next meeting of the Pike's Peak Corvair Club will be held Sunday, March 21 at 9:30 a.m. via Zoom. Watch your email for a Zoom link.

Come On,
Like us on Facebook!



Official Newsletter of the



Founded in 1977



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On The Cover: A beautiful 1960 Green sedan (in honor of St. Patrick's Day). Part of a Chevy ad from 1960, this was included in a Hemming's article on the value of Corvair's from 1960—2010, available at [1960-'63 Corvair 700 Sedan | Hemmings](#)

PRESIDENT'S GLOVEBOX By John Green
PPCC President

Hello all,

Our last club meeting was well attended and we had a guest from the western division of CORSA, Vince Petrie. He



talked about what CORSA does for members and clubs, along with taking suggestions from us on how we think they might better help clubs, and how we might attract new members. He seemed very open to all we were doing. Vince had not heard of SeeMore, so we briefly informed him of the background and how we have used SeeMore to educate the general public at shows. He also pointed out that you can see CORSA video's on the Corvair Society of America - YouTube channel ([Corvair Society of America - YouTube](#)). If you subscribe, you can receive notifications when new videos are posted.

People are slowly getting vaccinated. That will help in getting together as a club and at car shows. Even though the national convention has been cancelled, several events are starting to be planned. The mini convention in Illinois has been expanded a little to compensate for the

national. Several club members have stated they will be attending, along with SeeMore.

We are starting to plan a few events around here. Chris is hoping to get a group to visit the Penrose Heritage Museum at the Broadmoor in March, along with a lunch. She still needs help planning this and other events for this summer. Please let her know, or any board member, if you can help.

We will be sending out the new membership roster as soon as we have the last few stragglers sending in their dues. If you haven't, yet, please do so so you can keep getting the Drip Line and email blasts about club activities.

Now is the time to start making sure your cars are ready to hit the road.

See you soon,
John



V.P. MESSAGE: MEMORIES

By Jerry Peevyhouse
PPCC Vice President

So, do you remember your first-grade teacher (bonus points if you remember his/her name), or when Neil Armstrong first stepped on the moon? How about the house you grew up in, or better still, your first car?



For most of us, it probably was a hand-me-down we “inherited” from our older sibling, or from some relative. Maybe you won the “lottery” and your first car was a brand-new car. Not me, mine was a Turquoise '56 2 door Chevy Bel Air I inherited from my older sister after she bought a brand new '66 Mustang when she got a well-paying nursing job in San Jose, CA.

So, who got the better end of that deal? Most would think my sister, but I think it was me since I had a blast learning how to work on it and modifying it with a reverb/delay sound system that for it’s day was pretty snazzy. This was the old coiled wire system that delayed the rear speaker sound just enough to give that cool “echo” sound to the stereo system I had. None of that electronic stuff back in those days.

It’s funny about those little things we remember from our past that we enjoy reminiscing about, and how those things added to our “knowledge base” that we draw on as we move forward. I wish I could re-

member more, but I am also longing for the day when we can put this COVID thing behind us as a bad memory. We need to get back together and swap stories again in person.

It would be interesting to know if your first car was a Corvair (I’m guessing there are some). Maybe you could do a short Drip Line article about it. We’d also love to hear some “first car” stories.

Not sure if anyone is a Streisand fan, but one of the lines from her song “Memory” (yes, you remember it – I’ll sing it to you when we meet again 😊) is a good reminder for us to remember the past, but always look ahead to the future.

When the dawn comes
Tonight, will be a memory too
And a new day will begin

Happy driving and remember to smile (even though no one can see it through your mask).



Upcoming Meetings
Sunday, March 21, PPCC Club Meeting: 9:30 a.m. via Zoom.
Sunday, April 18, PPCC Club Meeting: 9:30 a.m. via Zoom.
Sunday, May 16, PPCC Club Meeting: 9:30 a.m. via Zoom.

MEETING MINUTES- February 21, 2021

Submitted By

Mary Ellen Feasel, PPCC Secretary

Held via Zoom

9:35 a.m. Called to order by John Green, President via zoom.
Fourteen members present w/guest Vince Petrie, Western Division Chair for CORSA.

Meeting Minutes for January were approved.

Treasurer's report- Treasurers report available to members on request.

Mail-Several dues payments collected since last meeting. Secretary hasn't checked the mail box for about 10 days. Will do so this week.

Got started on Events, until we were able to access Vince's presentation.
--The San Diego National Convention in July has been cancelled. Host hotel has not re-opened, and organizers cannot find another venue that can accommodate the event. Next years convention will be in Georgia.
--The mini-convention in Springfield, IL (May 19-23) will be a full convention. Host hotel is the Crowne Plaza. The host club, Prairie Capital Corvair Association (PCCA) is still working on details. Wait for updates.
--With SeeMore not going to San Diego, Ken will reach out to PCCA to see if they would like SeeMore at their event. The Board will be involved in this decision.

.....
Vince Petrie, Western Division Chairman of Corsa talked to the group. CORSA regional directors were asked to communicate with the chapters in their area. CORSA membership needs new members to survive. They are focused on expanding membership by a) retaining current members and b) attracting younger members.
PPCC members were solicited to state what does CORSA do for our club. Answers included: Insurance for our events, local resources for Corvair owners, offers other venues for support, common thread between chapters, Communique tips and articles, tech tips.

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MINUTES, Cont.

Submitted by
Mary Ellen Feasel

Members stated that in our area often times Corvairs outnumber other car styles, PPCC provides literature and membership opportunities at our events.

Vince went on to say that CORSA is trying to create You Tube tech videos and is reaching out to all chapters to participate in these videos.

Other discussion was what the feeling is about the cost of membership in CORSA.

Vince asked what recommendations we had for CORSA.

Answers included: Promote awards for Newsletters, to promote all Corvairs whether stock or modified and, although not applicable for the National Conventions, consider mixing events with all air cooled autos at the local level.

Vince showed us on the CORSA website some of the videos that are up and running including his video on how to value your Corvair.

.....
Back to Events....

- E-Days will be April 16-18. More updates to come about the car show.
- Florence Car Show-no information on it at this time.
- Palmer Lake Father's Day, June 20, Car Show and Ice Cream Social with the Model A club is still on.
- Rocky Mountain Airport event is August 7. Car show and swap meet only. Plan is to take SeeMore.
- Cripple Creek car show arrangements are in the works. Would love to have more cars. Will try to reach out to surrounding states clubs and invite to participate. Hoping for a late July date.
- Planning a March activity to Penrose Heritage Museum at the Broadmoor. Maybe lunch at the Golden Bee Pub. Tentative date is March 27. Reservations are required with a max of 10 people. All social distancing guidelines will be in place. More details to come via E-mail blast to the club.
- Mecum Auction for 2021 is cancelled.

Tech stuff- Chris' is soliciting help with her turn signals. Rick to help her out on this matter. Garrie had some suggestions too on how to fix the issue.

Adjourned 11:02 a.m.

TECH TIP: IS YOUR CORVAIR READY FOR SUMMER?Submitted By
Steve Goodman

March is near and soon we will actually see and feel warmer temps and want to drive our cars more. Even if the club events are minimal we need to drive our cars for fun/showing off to the motoring public and being a part of the few week-end fun times Christine and others have ready for us.

So first question is, how many of you took my suggestion to heart and drove your Corvair(s) through the gloomy winter months?? Me, me, me. I used Christmas day to drive all three of my garage cars, but I imagine most were busy opening presents that day. Sadly the weekends this winter have not been the nicest to get the cars out either. I am guilty of only about once each month exercising mine. Well, except for the 67 cpe, which gets driven every day.

Do you keep a maintenance log of each of your cars? If yes, when was last time for (in no particular order):

- ◆ Oil and filter
- ◆ Grease front suspension/trans/diff grease levels /
- ◆ Front wheel bearings
- ◆ Check tire tread and air pressure in all 5 tires
- ◆ Look at battery terminal ends
- ◆ Check master cylinder level
- ◆ Check all lights on both ends of car
- ◆ Check / replace wiper blades
- ◆ Look at engine on top and underneath for oil leaks
- ◆ Check fan belt condition and tension

Maybe a little deeper than the above, how about an inspection of all rubber suspension bushings? You can do that while the car is up for oil etc. and lube. How about rear wheel bearings? NO alarm here but the rears either early or late need attention or at least checking every 30-40K miles. Many live much longer than that but some do not. It depends too upon how far you venture from home.

How about just standing back from the car and look at the way it is sitting on the driveway. It also gives you the chance to admire the color/lines/visual appeal of your car. No matter the condition of the paint we are driving one of the most eye appealing automobiles ever seen on the roads. The real reason I am suggesting you gaze upon both sides and front and rear is just a minds eye comparison of how the car looks now compared to last year.

Also along that thought line is just driving the car. Most of you have new cars and there is not anything equal between your new car and your Corvair. Brakes/steering/noise level are completely different between the two. It may take a few miles to reacquaint yourself with the feel of brakes and steering. Oh, almost forgot when you make that first drive put enough miles on it that filling the fuel tank is necessary. Even if you took the car out through the winter months, I hope enough miles were added that refueling was necessary then too. Of course if you drove the car through the entire year then the swapping back and forth should not be a bother to you.

TECH TIP, cont.

Submitted By
Steve Goodman

BACK TO YOUR LOG BOOK: look at fuel milage and also note everything you check and condition. It is easy to forget that something looked worn.

One final paragraph: DO NOT feel that your Corvair cannot leave town. If properly maintained and in good condition your 1960s car will serve you just fine going to another state/trips etc. A good example is the PPCC members who go to the meets in Oklahoma/Kansas as well as those of us who drive to Palm Springs or the national conventions year after year.

HAPPY CORVAIRING



ACTIVITIES UPDATE

Submitted By
Chris Kimberly

The complete activities calendar is located later in The Drip Line. Here are a few updates from Chris for coming events:

- ◆ CORSA convention in San Diego has been cancelled. Thank you to everyone in the San Diego Club for their hard work the past 2 years in trying to put the convention together. Next year's convention will be in Georgia.
- ◆ This year's Mini Convention in Springfield IL, May 19-23 will be expanded to allow additional activities, and provide an opportunity for people to attend a regional

ACTIVITIES, cont.

Submitted By
Chris Kimberly

event. This will be hosted by the Prairie Capital Corvair Association, (PCCA). All proceeds after expenses are covered, will be donated to CPF and the Corvair Museum. CORSA plans to expand this to be a full convention and is working with PCCA on this. Plans include a concours, rally, funkana, cruise in, drive in night, self guided tours to Lincoln, evening RT. 66 sites events, with more to be announced. The host hotel is the Crowne Plaza in Springfield IL. Online reservations can be made at

<https://www.crowneplaza.com/redirect?path=asearch&brandCode=CP&IocaleCode=en®ionCode=1&hotelCode=SPICC&checkIn-Date=20&checkInMonthYear=042021&checkOutDate=23&checkOutMonthYear=042021&rateCode=6CBARC&PMID=99801505&GPC=C9S&cn=no&viewfull-site=true>

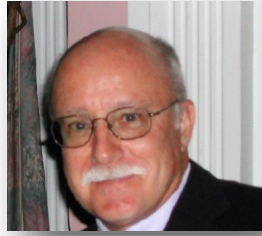
- ◆ Florence Merchants Car Show---no information on it yet.
- ◆ E-Days in Golden is being planned for this year. No information yet on the car show segment of E-Days.
- ◆ The June 20th Palmer Lake Car Show & Ice Cream Social with the Model A Club is still on schedule. Mark your calendar for this....it's a great Father's Day event.
- ◆ The March activity being planned is a visit to the Penrose Heritage Museum at the Broadmoor. A tentative date is March 27th. Reservations will be required with a maximum of 10 people. All social distancing guidelines will be in place. Tour to be followed by lunch.....possibly the Golden Bee Pub at the Broadmoor. More details to follow from Chris in an email blast to the club.



BANTER- POOR MAN'S PORSCHE

Submitted By
Ken Schiffner, Member at Large

"Poor Man's Porsche" was what some called the Corvair. Rear mounted, air cooled motor, low center of gravity, fun to drive. Waaaay cheaper than the German counterpart. A "Poor Man" owner of a Corvair could at least enjoy some of the driving sensations (such as the oversteer) of a Porsche. Many did. Still do.



Driver's Side View

There was another vehicle to which the same moniker was applied. It was actually a real "Porsche", or was it?

It was the 914. In my early family days, I owned one. It was a 1974 1.8 model. Ownership ended shortly after the birth of my second daughter. The original 1.7-liter engine in earlier models was actually more powerful than the 1.8-liter version so I got a pretty good deal.

I have as a memory of that vehicle a diecast model (below) that I have gathering dust on a shelf. In some manner, my 1964 Corvair Convertible was better, however.



To "true" Porsche fans, my vehicle was not a Porsche though it was sold in the US as one. In Europe, the 914 was sold as a VW. As a member of the PCA (Porsche Club of America) at the time, I was (too) often reminded by PCA members that my 914 wasn't really a Porsche. I'd be asked why I didn't own a REAL Porsche like a 911 or even a 912. My honest response was that I couldn't afford either of those. I felt I didn't belong in PCA. With the Corvair, I feel I belong both in CORSA and the local clubs.

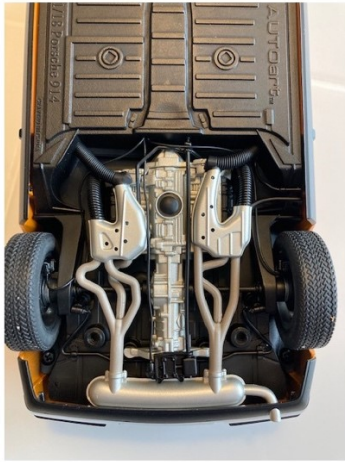
I bought my 914 new from a dealership in Rockland County, NY when I lived in NJ. About a week later, I drove it on one tank of gas to Charlotte, NC to visit my sister and her family. I remember driving down the highway looking horizontally at the lug nuts of 18-wheel trucks. I remember shifting into 5th gear and cruising along using all of about 75 horsepower. I remember the wonderful (usually) cornering. The rapid response of the steering. The open air when the top was removed and stored in the rear trunk.

I also remember the tendency of the 914 to spin in any direction. With its mid-ship engine location, it neither understeered nor oversteered. One time, driving in snow, I started to negotiate a corner at low speed and the 914 couldn't decide which end should go around so it simply slid sideways, with the steering unresponsive. Not with my Corvair. You could bet that the rear end would come around. (I fixed the 914 by placing a heavy iron bar in the front trunk).

The transaxle on the 914 was behind the engine. That meant that the gear shift linkage had to go around the engine. The shift pattern was therefore vague (until Porsche improved it). I improved mine by clamping a counterweight to the shift linkage. My '64 shifts better than the 914.

BANTER- POOR MAN’S PORSCHE

Submitted By
Ken Schifftner, Member at Large



Drive train view

(Yes, those are heater boxes. I had to replace them with ones made from stainless steel).

And the removable hard top. The 914 top had rubber pads , one on each side connected to the top to where the top landed on the roof support (and I guess roll bar) and was clamped at that point. This places the rubber pad at a point near the driver’s ear. How do you say “squeak” in German?. Annoying. I fixed that by cutting some slots in the rubber pad using a razor saw to let the pad “shimmy” a bit. No more squeaks. My Corvair top flaps a bit but doesn’t squeak.

The electronic fuel injection of the 914 ran very well but I was almost sitting on the engine. Noise. With my Corvair, the engine is in the back and is quieter. Also, with the 914, if I didn’t tighten the oil filler cap, the engine wouldn’t run. The computer monitored, among other things, the crankcase pressure. (I used loosening the cap as an anti-theft device). The Corvair doesn’t monitor the crankcase pressure. It just leaks. With my Corvair, I’d simply take the key and hope for the best. If the Corvair is stolen, the leaks would at least show where the Corvair was parked.

Tailgating. For some reason, people liked to tailgate the 914. One day, it was rear ended by a young driver whose thick shake on his passenger seat spilled when he failed to gauge the stopping distance. He was dis-

tracted by the shake instead of concentrating on the 914 fully stopped at a traffic light. Crunch. About \$1500 to fix.

It gets worse. After leaving the repair shop a few weeks later, the 914 was hit in the rear again this time while I was going about 50 mph and a yahoo tried to pass as I was going up a hill. A truck coming the other direction “encouraged” the yahoo to try to duck in behind the 914. Not enough room. I accelerated to gain separation, but it was too late. Crunch. I forget what the insurance bill was for that.

I sold the 914 to a young neighbor when I lived in CT. He loved it and washed it often. He brought it to a Porsche event held at Lime Rock and I’m told won a trophy. Though not a member of PCA, I was told later that he was allowed to park with the “real” Porsches. One reportedly said to him, “Nice VW”. I hope he responded, “Couldn’t afford a 911”. “Poor Man’s Porsche”, indeed.

NEWS FROM CORSA

Submitted By
Ken Schifftner

BIG NEWS FROM CORSA!

Just got off an NJACE Zoom meeting in which Allan Lacki reported that CORSA will be offering a Tech Guide 4th Edition in CD and paper format soon (likely within a few months). Also, a CD version of the Tech Guides 1-4 inclusive will be offered (too large and heavy to produce and mail the paper version).

Also, the Communique website now has an updated link for Tech Searching by CORSA members.

Mike McGowan was instrumental in the production of Tech Guide updates and Bob Marlow of NJACE did the proof reading.

These should be a “must have” for new members or to replace worn out old versions.

Be safe!
Ken Schifftner

SUPER SPIDER

Submitted by
Kathy Green

As published in the January 2021 edition of 'The Connecting Rod', the newsletter of Corvair Atlanta, Inc., and posted at [1962 Chevrolet Corvair Super Spyder \(chevroletcorvairspyder.com\)](http://1962ChevroletCorvairSuperSpyder.com)

1962 Chevrolet Corvair Super Spyder



Another experimental Corvair, the XP-785 Super Spyder, was the first car ever to win the Automobile Quarterly Award for Design Excellence. The stunning Paxton supercharged roadster has thankfully been preserved by General Motors.

The concept car was created by GM Design Studios, then under the direction of Bill Mitchell.

The XP-785 was based on a 1962 convertible body shell. Its overall

length of 171 inches and its 93-inch wheelbase are both shorter than the stock 180 and 108-inch dimensions. The differences stem from increased front and rear body overhang and the removal of a 15-inch section of the body between the doors and rear wheel arches.

Many styling elements set the Super Spyder apart: a racing-style windscreen, low-drag sport mirrors, and the aerodynamic driver's headrest built into the long, fiberglass rear deck cover. Then there are the exotic exhaust pipes, Stingray taillights, split bumpers, triple louvers in the quarter panels ahead of the rear wheels, alloy wheels with knock-off centers, Spyder instrumentation, wood-rimmed steering wheel, and the bold racing stripe! I'm drooling again.



Photo: Detroit Free Press
& <http://www.conceptcarz.com>

Content: David Newell -
www.corvaircorsa.com/monzapr8.html

DRIP QUIPS

As shared by Doug Vinton...



If you have a fun, amusing, touching or interesting story or picture you think can bring a smile, an 'aaaaah' or an 'eeek', please send your submission to karmknecht@msn.com, attention: Drip Quips.

2021 PPCC Activities Calendar

All club events will be noted on the Club's interactive calendar, located on our website, <https://pikespeakcorvairclub.wixsite.com/ppcc/calendar>. It is our sincere hope that 2021 provides more opportunities to get our cars out in the public eye. As events are scheduled, you will be notified, and the activities calendar will be updated.

- M Sunday, March 21, PPCC Club Meeting:** 9:30 a.m., via Zoom.
- M Sunday, April 18, PPCC Club Meeting:** 9:30 a.m., location TBA.
- A April 23 & 24, Mecum Auction:** *Postponed to 2022*
- M Sunday, May 16, PPCC Club Meeting:** 9:30 a.m., location TBA.
- C/A Wednesday—Sunday, May 19—23:** Mini Convention in Springfield IL. Information on the expanded Mini Convention, including registration and hotel details, can be found [here](#)
- A June 12-13, Tristate Swap Meet:** 8:00—5:00 Saturday, 8:00—2:00 Sunday, National Western Complex. Information available [here](#)
- M/C/A Sunday, June 20, PPCC Club Meeting and Show:** Father's Day Pie & Ice Cream Social and Car Show in Palmer Lake. Details to follow.
- M Sunday, July 18, PPCC Club Meeting:** 9:30 a.m., location TBA.
- C/A July 27—July 31 2021 CORSA International Convention San Diego:** *Cancelled*
- C Saturday, August 14, CCCC Rocky Mountain Airport Car Show and Swap Meet:** Time, TBA, location Rocky Mountain Airport.
- M Sunday, August 15, PPCC Club Meeting:** 9:30 a.m., location TBA.
- C/A Friday—Sunday, August 27-29:** Hot Rod Rock & Rumble, Pikes Peak International Raceway—Fountain, Colorado. Information available [here](#).
- M Sunday, September 19, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M Sunday, October 17, PPCC Club Meeting:** 9:30 a.m., location TBA.
- C/A Friday—Sunday, October 15-17, Tri-State Meet:** Information coming soon
- M Sunday, November 21, PPCC Club Meeting:** 9:30 a.m., location TBA.
- M Sunday, December 19, PPCC Club Meeting:** 9:30 a.m., location TBA.

Key: *M—Meeting; C—Car Show; A—Activity*

2021 PPCC Activities Calendar

Recurring Local Events:

Second Saturdays of the Month, Year-Round, 12pm–3pm: “Littleton Cruise”, 1500 W Littleton Blvd, Littleton, CO. Hot rods and muscle cars. Convertibles and hard tops. Oversized tires and custom-painted flames. Join us year round as we cruise Littleton Boulevard every second Saturday of the month at the Woodlawn Shopping Center located in the heart of Littleton, Colorado. For more info on the cruise, check out their website [here](#).

First and Second Saturday Car Shows: At this time information on the First and Second Saturday car shows is not available.

Key: M—Meeting; C—Car Show; A—Activity



Corvair Partners & Local Businesses Which PPCC Members Have Frequented with Positive Results

With so many new members joining the Club, we felt it might be a good time to (re)educate folks on where they can obtain reliable parts and service for their Corvairs, both near and far.

Here are just a few of the companies our members have had good luck with in the past.

NOTE: These are only recommendations only, as we do not solicit sponsors for the Club, or the newsletter. So, do your own research as well.



REAR-ENGINE SPECIALISTS, INC.
16010 W. 5th Ave. Unit 12
Golden, Colo. 80401

Steve Goodman

(303) 278-4889 Fax (303) 936-7420
email: rearengine.steve@att.net
website: www.rearenginespecialists.com

Serving all of your Corvair mechanical needs for more than 51 years, Steve can make whatever is wrong with your Corvair right again. Locally owned and operated!

**Clark's
Corvair
Parts, Inc.**



400 Mohawk Trail (Rte. 2), Shelburne Falls, Ma. 01370
413-625-9776
Joan & Cal Clark 14,000 Item Catalog **\$6.00**
Mail or Phone Order Only Many Reproduced Parts

Clarks Corvair Parts - Nuff said!!

Blast-Tech, Inc.
"Automotive Paint Removal Specialist"



Plastic Media (Bead Blast)
Baking Soda
Various types of Sand
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Gary Nardi
(303) 806-9992 3775 So. Kalamath St.
Fax (303) 806-9985 Englewood, CO 80110

If you need your Corvair blasted, or just need the paint or rust removed from parts, Blast-Tech provides a great service for a fair price. Locally owned and operated!!

◆◆◆ PLATTE AVENUE ◆◆◆
TIRE
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AUTOMOTIVE
SERVICE

Over 30 Years Experience





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(719) 633-8799 COLORADO SPRINGS, CO 80909

An old school alignment shop with all of the Corvair specs, early and late. Ask for Dave! Locally owned and operated!

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FREE MOBILE SERVICE

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Applied Custom Powder Coating"

3368 ADOBE COURT
COLORADO SPRINGS, CO 80907



ROGER NEWMAN



800-733-8374 719-447-9552

Yes, I'm sure they get lots comments on the name, but they do quality powder coating at a reasonable price.

Locally owned and operated!

**PPCC
Admin**

Monthly Meetings: The PPCC meets at 9:30am on the 3rd Sunday of each month at various locations within the Colorado Springs area. Check the Club’s website for the most current meet-up info.

Membership & Dues: PPCC dues are \$25 per year, payable each January for the coming year. Membership in CORSA is encouraged, but is not a prerequisite for membership in the PPCC. Please refer to the Club’s website below to obtain a copy of the current membership application and guidance for submission. Checks for dues should be made payable to “PPCC” and mailed to: PPCC, ATTN: Treasurer, P.O. Box 15034, Colorado Springs, CO 80935. <http://www.corvair.org/chapters/chapter809>

Editorial Contributions: Please send your stories, suggestions, recipes, jokes, and/or photos directly to karmknecht@msn.com, or mail them to PPCC, ATTN: Newsletter Editor, P.O. Box 15034, Colorado Springs, CO 80935. Preferred format for electronic submission of documents is MS Word, and format for pictures would be JPEG. Deadline for submitting information to The Drip Line is the 24th of the month for the next month’s publication.

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Newsletter Editor	Kathy Green	720/202/0351	Karmknecht@msn.com	
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BUSINESS CORRESPONDENCE: All correspondence to the Pikes Peak Corvair Club, or its officers, should be mailed to: Pikes Peak Corvair Club P.O. BOX 15034, Colorado Springs, CO 80935.